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IS 11167 (2011): AIRCRAFT GROUND EQUIPMENT – LOWER DECK
LOADER FUNCTIONAL REQUIREMENTS LOADER – FUNCTIONAL
REQUIREMENTS [TED 14: Aircraft and Space Vehicles]



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“Knowledge is such a treasure which cannot be stolen”

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वायुयान ग्राउण्ड उपस्कर — लोअर डैक भारक —
कार्यात्मक अपेक्षाएँ
(दूसरा पुनरीक्षण)

Indian Standard
AIRCRAFT GROUND EQUIPMENT — LOWER DECK
LOADER — FUNCTIONAL REQUIREMENTS
(*Second Revision*)

ICS 49.100; 49.120

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NATIONAL FOREWORD

This Indian Standard (Second Revision) which is identical with ISO 6968 : 2005 'Aircraft ground equipment — Lower deck loader — 'Functional requirements' issued by the International Organization for Standardization (ISO) was adopted by the Bureau of Indian Standards on the recommendation of the Aircraft, Space Vehicles, Air Cargo Handling and Aircraft Electrical Equipment Sectional Committee and approval of the Transport Engineering Division Council.

This standard was earlier published in 1983 and was subsequently revised in 1996 by adoption of ISO 6968 : 1994. The second revision of this standard has been undertaken with a view to bring it in line with the latest version of ISO 6968 : 2005.

The text of ISO Standard has been approved as suitable for publication as an Indian Standard without deviations. Certain conventions are, however, not identical to those used in Indian Standards. Attention is particularly drawn to the following:

- a) Wherever the words 'International Standard' appear referring to this standard, they should be read as 'Indian Standard'.
- b) Comma (,) has been used as a decimal marker while in Indian Standards, the current practice is to use a point (.) as the decimal marker.

In this adopted standard, reference appears to certain International Standards for which Indian Standards also exist. The corresponding Indian Standards which are to be substituted in their respective places are listed below along with their degree of equivalence for the editions indicated:

<i>International Standard</i>	<i>Corresponding Indian Standard</i>	<i>Degree of Equivalence</i>
ISO 6966-1 : 2005 Aircraft ground equipment — Basic requirements — Part 1: General design requirements	IS 10494 (Part 1) : 2011 Aircraft ground equipment — Basic requirements: Part 1 General design requirements (<i>first revision</i>)	Identical
ISO 6966-2 : 2005 Aircraft ground equipment — Basic requirements — Part 2: Safety requirements	IS 10494 (Part 2) : 2011 Aircraft ground equipment — Basic requirements: Part 2 Safety requirements (<i>first revision</i>)	do

The technical committee has reviewed the provisions of the following International Standards referred in this adopted standard and has decided that they are acceptable for use in conjunction with this standard:

<i>International Standard</i>	<i>Title</i>
ISO 4116	Air cargo equipment – Ground equipment requirements for compatibility with aircraft unit load devices
ISO 7000	Graphical symbols for use on equipment — Index and synopsis
ISO 8097 : 2001	Aircraft — Minimum airworthiness requirements and test conditions for certified air cargo unit load devices
ISO 11995 : 1996	Aircraft — Stability requirements for loading and servicing equipment

For the purpose of deciding whether a particular requirement of this standard is complied with, the final value, observed or calculated expressing the result of a test or analysis, shall be rounded off in accordance with IS 2 : 1960 'Rules for rounding off numerical values (*revised*)'. The number of significant places retained in the rounded off value should be the same as that of the specified value in this standard.

Indian Standard

AIRCRAFT GROUND EQUIPMENT — LOWER DECK LOADER — FUNCTIONAL REQUIREMENTS (Second Revision)

1 Scope

This International Standard specifies the functional requirements for a self-propelled loader capable of raising air cargo unit load devices (ULDs) with base dimensions and maximum mass as follows:

Table 1 — Base dimensions and maximum mass

ULD type	ISO 8097:2001 base size code	Length mm (in)	Width mm (in)	Maximum gross mass kg (lb)
Pallets	A	3 175 (125)	2 235 (88)	6 804 (15 000)
	B	2 743 (108)	2 235 (88)	4 536 (10 000)
	M	3 175 (125)	2 438 (96)	6 804 (15 000)
Containers	K ^{a, c}	1 562 (61,5) to 2 337 (92)	1 534 (60,4)	1 588 (3 500)
	L ^b	3 175 (125) to 4 724 (186)	1 534 (60,4)	3 175 (7 000)

^a Half size container: base size 1 562 mm × 1 534 mm (61,5 in × 60,4 in).

^b Full size container: base size 3 175 mm × 1 534 mm (125 in × 60,4 in). Smaller size containers such as sizes "P", "Q", and "N" can also be loaded.

^c For contoured containers having lengthwise overhangs from the ULD base edges, the value of the overhang may vary from 368 mm (14,5 in) to 775 mm (30,5 in) according to the type of container. Examples of contoured ULD overhang values "X": AKC: 775 mm (30,5 in), AKE: 445 mm (17,5 in). AKC and AKE are IATA ULD codes (refer to IATA ULD Technical Manual 40/1, see Bibliography).

This International Standard does not intend to provide all the design requirements applicable for aircraft lower deck loaders. Other requirements can be found in separate International Standards:

- ISO 4116 specifies the additional requirements applicable for conveying surfaces of those pieces of aircraft ground support equipment intended for handling and loading of baggage and cargo unit load devices;
- ISO 6966-1 and ISO 6966-2 specify, respectively, the general and safety-related requirements applicable to all aircraft ground support equipment.

The requirements of this International Standard were determined based on generally recognized assumptions with regard to

- a) the normally intended use of aircraft ground support equipment, when used on the ramp of international civil airports in order to handle, service or maintain civil transport aircraft;
- b) the environmental (surface, slope, weather, lighting, operating rules, staff qualification, etc.) conditions prevailing on the ramp area of the majority of international civil airports.

It is assumed the manufacturers of aircraft lower deck loaders define in the relevant documentation the specifically intended conditions of use and environment for each item of equipment, and the purchasers systematically review their own specific conditions of use and environment in order to determine whether those stated are adequate, or negotiate with the manufacturer appropriate modifications to ensure they are.

2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 4116, *Air cargo equipment — Ground equipment requirements for compatibility with aircraft unit load devices*.

ISO 6966-1, *Aircraft ground equipment — Basic requirements — Part 1: General design requirements*

ISO 6966-2, *Aircraft ground equipment — Basic requirements — Part 2: Safety requirements*

ISO 7000, *Graphical symbols for use on equipment — Index and synopsis*

ISO 8097:2001, *Aircraft — Minimum airworthiness requirements and test conditions for certified air cargo unit load devices*

ISO 11995:1996, *Aircraft — Stability requirements for loading and servicing equipment*

3 Requirements

3.1 General

3.1.1 On an adequate chassis, the loader shall provide two platforms:

- a) a front platform capable of operating between 1 880 mm (74 in) and 3 550 mm (140 in), which is positioned at the applicable aircraft door and remains at this position during the loading/unloading operation;
- b) a main platform for up and down movement between 483 mm (19 in) and 3 550 mm (140 in).

3.1.2 The overall dimensions of the loader shall be kept to a minimum.

3.1.3 The overall height of the entire loader should not exceed 3 000 mm (118 in) when being driven. The height of the front platform (top of rollers) shall not exceed 1 880 mm (74 in) in the fully down position.

3.1.4 Both platforms shall be capable of supporting and conveying their maximum capacity simultaneously.

3.1.5 When negotiating two ramps that intersect at 3° (5 %), the loader shall have adequate underneath clearance from any portion of the equipment to the ground.

3.1.6 The loader shall not interfere with the positioning of the aircraft tractor below the fuselage of the aircraft.

3.1.7 The overall dimension of the front platform shall accept one 2 438 mm × 3 125 mm (96 in × 125 in) pallet lengthwise.

3.1.8 The length of the main platform shall be adequate to accept two half-size containers or one full-size ULD lengthwise.

3.1.9 The width of both platforms shall be adequate to accept a ULD with its 2 438 mm (96 in) dimension across the platforms.

3.1.10 At its right hand side, the forward end of the front platform shall have provisions to accommodate 1 780 mm (70 in) wide container hold doors. These provisions may either consist of a retractable extension to the front platform, or be met by a front platform of adjustable width.

3.1.11 Several aircraft have flap track fairings which project from the trailing edge of the wing. If the loader, owing to its overall width, has to pass under the wing for approach to or removal from the rear lower deck compartment, the height of any portion likely to pass under the flap track fairings shall, for safety reasons, not exceed 2 800 mm (110 in). Installations, if any, extending beyond this limit shall be foldable or retractable.

3.1.12 The front platform shall be adjustable to changes in aircraft attitude with an accuracy of

- a) $\pm 2,0^\circ$ in pitch;
- b) 6,4 mm (0,25 in) in height.

3.1.13 The front platform shall be designed not to interfere with the opening and closing of the aircraft doors. All component parts that may come into contact with the aircraft should be covered with a protective material, e.g. rubber "D" section. (See SAE AIR 1558 in the Bibliography.)

3.1.14 The front platform shall be accessible from the ground at all times.

3.1.15 Platform safety supports for maintenance purposes shall be provided.

3.1.16 Guard rails shall be fitted to both sides of the front platform and shall have a minimum height of 1 000 mm (40 in). These rails shall be adjustable to close the gap between the loader and the aircraft.

3.1.17 The loader's design shall meet all applicable requirements of ISO 6966-1 and ISO 6966-2.

3.2 Guide rails and stops

3.2.1 Removable, fixed or retractable guide rails shall be provided on the front and main platforms to allow loading/unloading of the following ULD widths:

- 1 534 mm (60,4 in);
- 2 235 mm (88 in);
- 2 438 mm (96 in).

3.2.2 On the front platform, side guide rails shall be located along the whole length of both sides to guide long loads into the aircraft. The guide rails shall be adjustable either manually or mechanically so that the load is aligned with the appropriate in-aircraft guides.

3.2.3 On the main platform, side guide rails shall be located 2 438 mm (96 in) + 25 mm to 50 mm (1 in to 2 in) clearance apart along the full length of both sides of the main platform. The guide rails shall be able to operate independently, and shall automatically arise when the platform is raised above 559 mm (22 in) from the ground and shall remain in this position.

When the main platform is being lowered and reaches the height of 1 520 mm (60 in) from the ground, it shall be possible for the operator to control the retraction of the guide rails by continuous intentional action. Should this action cease, the guides shall automatically arise.

For loaders with ULD rotation capability (see 4.5), the guide rails shall be able to be operated independently and/or simultaneously, and shall automatically arise when the main platform starts moving upward and remain in this position.

3.2.4 Automatic ULD stops shall be provided as follows:

a) front platform:

At the end adjacent to the main platform. These stops shall arise at the moment the main platform starts moving down and shall retract when the upcoming main platform is level with the front platform.

b) main platform:

At both ends. The rear stops shall automatically retract when the platform reaches a fully down position and arise when the platform rises. The stops at the end adjacent to the front platform shall retract when the platform lines up with the front platform, and shall arise at the moment the main platform starts moving down and remain raised in the down position. Location of these stops shall take into account the container overhang given in Table 1. A minimum clearance of 50 mm (2 in) plus "X" from the forward end of structures should be considered.

3.2.5 All fixed or removable guide rails shall have a minimum height of 100 mm (4 in). Retractable guide rails and stops shall have a height of not less than 50 mm (2 in).

3.3 Conveyor surface

3.3.1 The surface of the front platform shall allow for adjusting lateral movement of the ULDs.

3.3.2 The loader shall be designed for powered end and side loading of ULDs.

3.3.3 The powered system shall be able to drive ULDs at a speed of approximately 0,3 m/s (60 ft/min).

3.3.4 It shall not be possible to transfer the loaded ULDs from either platform when the stops are not properly operating.

3.3.5 The platforms conveying surfaces shall meet all applicable requirements of ISO 4116.

3.4 Platform operation and loading

3.4.1 It shall be possible to adjust the position of the ULD in a lateral direction on the front platform.

3.4.2 Platform elevating systems shall be able to hold both platforms at maximum height with full specified continuous lift capacity with no noticeable height decrease for 30 min, with and without the engine running.

3.4.3 Both the front and main platform elevating mechanisms shall incorporate safety features to prevent sudden collapse in the event of system failure.

3.4.4 The operator shall be able to open and close aircraft doors from the loader.

3.4.5 The time taken for the main platform to reach maximum height from the lowered position and vice versa, i.e. one complete cycle, shall be less than 35 s.

3.4.6 It shall not be possible to alter the height of either platform while ULDs are bridging the platform.

3.5 Mobility and stability

3.5.1 The loader shall be capable of being driven at speeds up to 16 km/h (10 mile/h) for at least 3 km (2 mile). The loader does not require the capability of being driven when loaded.

3.5.2 Power steering shall be provided.

3.5.3 The unloaded loader shall be capable of starting from rest up a 3° (5 %) incline under its own power.

- 3.5.4** The loader shall be capable of turning with a swept radius of less than 12,2 m (40 ft).
- 3.5.5** For final positioning at the aircraft door, driving at a slow, positive, non-jerking speed shall be possible.
- 3.5.6** In order to provide the stability required for loading/unloading operations and to unload the wheel axles, power operated stabilizers shall be installed.
- 3.5.7** The loader shall meet the stability objectives of ISO 11995:1996, Clause 4.
- 3.5.8** It shall not be possible
- a) to activate the transfer system and to raise the main platform from the full down position if the stabilizers are not extended,
 - b) to drive the loader when the stabilizers are extended,
 - c) for stabilizers to collapse in the case of system failure.

3.6 Controls

- 3.6.1** All controls necessary to move and position the loader shall be located at the driver's position.
- 3.6.2** To allow control of both platforms and complete loading/unloading processes from the front platform, an electrical control panel shall be provided. This should be located adjacent to the right-hand side of the front platform, thus allowing simultaneous operation of the aircraft and loader controls.
- 3.6.3** Ample lighting is required to illuminate the platforms and close surroundings for night operations.
- 3.6.4** Normal system warning and indicator lights shall be provided.
- 3.6.5** All controls shall be identified, preferably by pictograms in accordance with ISO 7000. The layout of the controls on the control panels should be in accordance with IATA AHM 915 Section 2 (see [17] in the Bibliography).

NOTE Graphical symbols for use on aircraft ground equipment will form the subject of a future International Standard (ISO 11532).

3.7 Emergency

- 3.7.1** The loader shall be capable of being towed away from an aircraft without its own power. When required, it shall be capable of being steered under these conditions.
- 3.7.2** Emergency recovery facilities, e.g. platform lowering, brake release and raising of stabilizers, shall be provided.
- 3.7.3** Emergency stop controls shall be installed. They shall be accessible both from the driver's and/or operator's position, and from ground level.

4 Options

- 4.1** Front platform automatic height and roll control system to compensate for the changes in aircraft attitude. This may be accomplished by a sensing device or by physical contact of the aircraft.
- 4.2** Automatic audible device and/or flashing personnel warning light for movement of the main platform.
- 4.3** Lateral movement of the ULD by means of a powered system on the front platform.

- 4.4** Fixed heavy guards which protect the main platform and remain at ground level when the main platform is lifting.
- 4.5** ULD turning system on the main platform.
- 4.6** Longer main platform to accept two LD-1 containers in the same direction.
- 4.7** Power connections and attachment fittings for capability of attaching a powered extension unit.
- 4.8** Main platform height adjusting systems for easier loading/unloading of ULDs by controlling stabilizers of the main platform. The height range may be 495 mm to 533 mm (19,5 in to 21 in) or more.
- 4.9** Ability to handle ULDs of width 3 175 mm (125 in).
- 4.10** Front platform extending up to main deck height of 5 550 mm (218 in) with maximum load, while meeting the stability objectives of ISO 11995.

Bibliography

- [1] NAS 3610, Cargo Unit Load Devices — Specification for¹⁾
- [2] SAE ARP 1328, Aircraft Ground Support Equipment — Wind Stability Determination²⁾
- [3] SAE ARP 1334, Ground Equipment Requirements for Compatibility with Aircraft Unit Load Devices²⁾
- [4] SAE AIR 1375, Minimum Safety Requirements for Special Purpose Airline Ground Support Equipment²⁾
- [5] SAE AIR 1558, Interface Protective Devices — Ground Equipment to Aircraft²⁾
- [6] SAE AIR 1673, Aircraft Cargo Door Opening/Sill Details for Ground Support Equipment Interface²⁾
- [7] SAE ARP 1838, Pictograms for Ground Support Equipment²⁾
- [8] SAE ARP 4776, Pallet/Container Loader Auto-Levelling Systems²⁾
- [9] SAE AS 36100, Air cargo Unit Load Devices — Performance Requirements and Test Parameters²⁾
- [10] IATA ULD Technical Manual 40/1, IATA Identification Code for Unit Load Devices³⁾
- [11] IATA Airport Handling Manual (AHM) 904, Aircraft Doors, Servicing Points and Systems Requirements³⁾
- [12] IATA Airport Handling Manual (AHM) 909, Summary of Unit Load Device Capacity and Dimensions³⁾
- [13] IATA Airport Handling Manual (AHM) 910, Basic Requirements for Aircraft Ground Support Equipment³⁾
- [14] IATA Airport Handling Manual (AHM) 911, Requirements for Compatibility with Aircraft Unit Load Devices³⁾
- [15] IATA Airport Handling Manual (AHM) 913: Basic Safety Requirements for Aircraft Ground Equipment³⁾
- [16] IATA Airport Handling Manual (AHM) 915, Section 1, Pictograms for Ground Equipment Controls³⁾
- [17] IATA Airport Handling Manual (AHM) 915, Section 2, Ground Equipment Control Panel Standard Layouts³⁾
- [18] IATA Airport Handling Manual (AHM) 931, Lower Deck Container/Pallet Loader Functional Specification³⁾

1) The NAS 3610 Specification is available from Aerospace Industries Association, 1250 Eye Street NW, Washington, DC, 20005, USA.

2) SAE publications are available from SAE, 400 Commonwealth Drive, Warrendale, PA 15096-0001, USA.

3) IATA publications are available from International Air Transport Association, 800 Place Victoria, P.O. Box 113, Montréal, Québec, Canada H4Z 1M1.

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This Indian Standard has been developed from Doc No. : TED 14 (673).

Amendments Issued Since Publication

Amendment No.	Date of Issue	Text Affected

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